

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WF-219.

Name: 22016/MD 350 OVER NASSAWANGO CREEK.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 April 2001 </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. WI-219

SHA Bridge No. 22016

Bridge name MD 350 over Nassawango Creek

LOCATION:

Street/Road name and number [facility carried] MD 350

City/town Waste Gate

Vicinity _____

County Wicomico

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State X County _____ Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district _____ National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:

Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____

Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:

Rolled Girder _____ Rolled Girder Concrete Encased _____

Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:

Concrete Arch _____ Concrete Slab X Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

DESCRIPTION:Setting: Urban _____ Small town _____ Rural X

Describe Setting: Bridge No. 22016 carries State Route 350 over Nassawango Creek. Water flows under the bridge from north to south. The area around the bridge is heavily forested with some marshland.

Describe Superstructure and Substructure:

The structure is a 20' single span bridge with concrete abutments and flared wingwalls. The total bridge length is 23'. There are no parapet walls. A steel guardrail marks the bridge's location on Route 350. Inspection reports state that the foundation consists of timber piles.

Discuss Major Alterations:

The concrete parapets were replaced with guardrails.

HISTORY:**WHEN** was the bridge built: 1931This date is: Actual X Estimated

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify) SHA Bridge Inventory**WHY was the bridge built?**

The need for a more efficient transportation network and load capacity in the decades following World War I.

WHO was the designer?

State Highway Administration

WHO was the builder?

State Highway Administration

WHY was the bridge altered?

Parapets were removed and guardrails were added to increase road width and improve road safety.

Was the bridge built as part of an organized bridge-building campaign?

As part of an effort by the State to increase load capacity on secondary roads during the 1930's

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____

C- Engineering/architectural character _____

According to MHT USGS survey maps, this bridge was previously determined ineligible.

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The

first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from

Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 standard plans remained in effect until 1930, when the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase load bearing capacities. The reinforcing bars were increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

The need to increase road load capacity in rural areas became important following the development of heavy motorized vehicles in the early twentieth century. Truck traffic in particular increased during World War I due to the demands of the wartime economy. By 1920 it was clear that that a large number of the existing bridges in Maryland were not designed to handle the growing volume of heavy vehicular traffic. During World War I, wartime building restrictions prevented efforts to modernize the transportation system in Maryland but after the war ended such efforts began almost immediately. Emphasis was placed on improving the state's rural highways. The number of miles of hard surfaced roads within the state system grew from 2,000 in 1920 to 3,200 in 1930. In 1920, the State issued a bond of \$3,000,000 for the purposes of road construction.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Md. Route 350, or Mount Hermon Road as it is known in the region for more than a century, travels east from Salisbury through a very lightly settled and often swampy area. It connects Salisbury to the eastern part of the county. This area has never experienced significant growth or development, however.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

No, this bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge was built according to 1930 standardized State bridge plans.

Does the bridge retain integrity of important elements described in Context Addendum?

No, this bridge does not retain its integrity because the parapets have been removed and replaced with guardrails.

Is bridge a significant example of the work of a manufacturer, designer and/or engineer?

No, this is an undistinguished bridge was built according to 1930 standardized State bridge plans.

Should bridge be given further study before an evaluation of its significance is made?
No further study of the significance of this bridge will be required.

BIBLIOGRAPHY:

County inspection/bridge files SHA Inspection/bridge files X

Lake, Griffin, and Stevenson, 1877 Atlases and other Early Maps of the Eastern Shore of Maryland, Philadelphia, 1877.

Telephone conversation with Jim Miller, County Engineer for Wicomico County, August 11, 1995.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 8/11/95

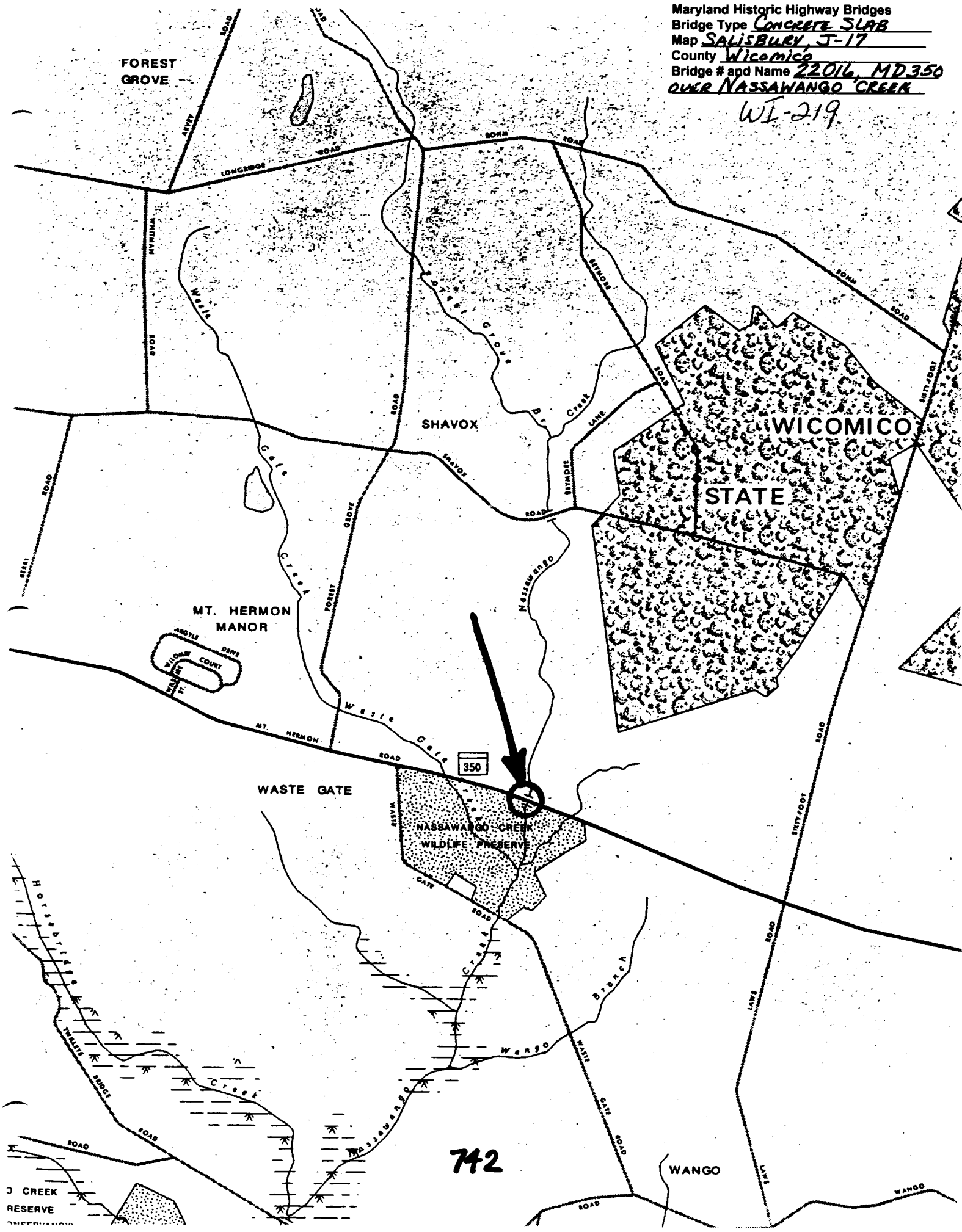
Name of surveyor Daniel Moriarty

Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
Bridge Type Concrete Slab
Map Salisbury, J-17
County Wicomico
Bridge # and Name 22016, MD350
over Nassawango Creek
WI-219



742



WI 219

1/10/19

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WI-219

WYOMING COUNTY

WYOMING COUNTY

WYOMING

WYOMING - 1950

WYOMING - 1950 - 1951

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WJ 219

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11/10/10 10/10/10

12/10/10

13/10/10 10/10/10

14/10/10 10/10/10 10/10/10 10/10/10

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